

The Newsletter of the Alvis Car Club of Victoria (Inc)

March 2009

Alvic



Alvis Car Club of Victoria (Inc)

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline - first Friday of the month.
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Front Page: Richard Wallach with his newly restored TA21

President's Report March

It has been a month since the bushfires engulfed King Lake and surrounding areas and during that time we have been touched by the support we have had from Alvisti throughout the world. Again, thank you for all your concern.

I also want to thank our U.K. friends once more for the huge donation they gave us for the bushfire appeal. This money plus money you and the club donated has gone to an offshoot of the Hurstbridge Veterinary Clinic who are looking after the well being of injured wildlife. Richard Tonkin and I presented a cheque on behalf of ALVIC and the AOC and had an upfront and personal viewing of some of the badly burnt animals that are now well on the way to recovery.

I trust those of you with email facilities received the flyer JL sent out featuring "Alvis" the possum.

With the hot weather now out of the way, fettling can now re-commence on cars getting them ready for future Alvis events. Some of us are off to Toowoomba in May (some driving there and back others trucking there and driving back) but before then, we have Kalorama in March and Wings and Wheels in April both of which should be ideal events to shake the cobwebs out of the cars.

Today I went to have a look at the Scoresby Steam Rally held every year over the long weekend. I took the 12/50 for a splat to test the performance after some recent fettling. The steam rally was great fun with plenty to see and maybe we should look at having a run there next year. Andrew McDougall was in attendance with his 2CV and there were a number of people that I bumped into from other clubs who also felt like me that a bit more representation from a few more car clubs would make the day even better.

I always get a buzz at the people who build things with Meccano. I still have my father's Meccano set and have built the odd thing over the years but the items on display at the steam rally were incredible especially a selection of clocks and chronometers all working and made from Meccano.

Sal and I went on a Delage Club run a couple of weeks ago. We aired the Speed 25 and had a most enjoyable run to Dromana for morning tea and Mornington for lunch along some roads I hadn't been on before. The Mornington Peninsula has a lot to offer and maybe we should get down there a bit more often. For a small club, the Delage Club can certainly put some good events so in the future, we may even have a combined run.

Well enough of me, see you at the next meeting and please **LET ME KNOW IF YOU ARE COMING TO THE Malvernvale Hotel for dinner. This is most important.**

Chester

SUPPER—JOCELYN & DARRELL

PLEASE REMEMBER YOUR MEMBERSHIP FEES ARE DUE AND NOW PAYABLE

2009 EVENT CALENDAR

Mar	20	General Meeting
	22	Kalorama, including "The Run to Kalorama" SEE PAGE 4
Apr	5	Wings & Wheels at Moorabbin Airport
	17	General Meeting
	27 - 16 May	National Rally
May	15	General Meeting
	17	National Heritage Day
Jun	19	General Meeting
	21	Panton Hill Pub Run - Richard Tonkin
Jul	17	General Meeting
	19	Mornington Peninsula run to Beleura Homestead - Darrell Horton
Aug	21	General Meeting
	23	Mystery Tour - Andrew McDougall
Sept	18	General Meeting
	27	Rob Roy
Oct	9-11	Otways and beyond - Alan McKinnon
	16	General Meeting
Nov	20	General Meeting
Dec	6	Xmas Party - Darrell Horton

ALVIS PEOPLE BEHAVING BADLY



Victoria's
most wanted

The Victoria Police are keen to interview three English tourists who were photographed by security cameras (aka Bob Northey) looking through the window of this deserted garage in the town of Clunes in central Victoria on or about the 13th October 2008.

They were known to be traveling under the aliases of Mike Hirst, Phil Diffey and Jan Diffey.

They are known to be dangerous and should not be approached.

If you have any information leading to their whereabouts



CALL CRIMESTOPPERS
NOW ON 1 800 333 000

KALORAMA RALLY SUNDAY 22nd MARCH 2009

Kalorama is on again, but with a change of format, in that there will not be the requirement for registration and entry fee prior to the day and there will be no gymkhana style competitions.

In its place it will feature the popular morning scenic tour from the Manhattan Hotel car park, Ringwood (Melways page 63 D1), with a 9.00am assembly for a 9.30am departure, followed by a family picnic and Car Show at the picturesque Kalorama Recreation Reserve (Melways page 120 B9), commencing at 10.30am.

A number of the supporting car clubs will use this event as an opportunity for holding their individual concours competition and display.

The ACCV has nominated this event for the judging and awarding of the McDougall Perpetual Trophy, for best presented Alvis. This will be the only opportunity of taking out this award in 2009.

The Kalorama committee will also be awarding the Kalorama Maintenance Trophy to a vehicle manufactured prior to 31st December 1958, for what it considers to be the best maintained, regularly used vehicle in which concours correctness is not a requirement.

- No prior entry forms, just attend to be part of this premier event
- Admission to the Kalorama Recreation Reserve, \$5 per adult
- Proceeds to support the Kalorama CFA
- Food – full hot and cold canteen service available
- Jumping castle and playground available for the children
- Roving jazz band and fantastic car display for the adults
- Australian nursery gardens adjacent to the reserve

Hosted by the Vintage Drivers Club

Organised by representatives from Rolls Royce, M.G., Alvis, Riley, Vintage Sports & Vintage Drivers Clubs and Kalorama CFA

Remember this is a great opportunity to use your Alvis, support the ACCV and display a big roll up of our great marque, enjoy an interesting scenic run up into the hills, submit your car for the best presented Alvis award, view a great variety of wonderful vehicles, enjoy a family picnic atmosphere, support the very worthy CFA and show your support for the iconic Kalorama event.

Enquiries: John Rhodes 9798 8636 B/H, 9879 7460 A/H

OF NOTE

We welcome the following New Members:

Daraich Graham, who has inherited Bob's Speed 20.

Welcome back to **Alan & Thelma East**, who were ACCV members during the 60s. Recently were part of the UK JNBC contingent.

Richard Williams reports that a transit visit from **Duncan & Klova Scott** achieved the starting of Richard's Speed 20 for the first time in many years. We look forward to its return to Victorian roads. Richard was keen for it to be mentioned that it was Duncan's skill and perseverance that achieved the success.

Right: **Pat Parkinson** celebrated her 70th birthday recently with dinner at the Tivoli Theatre Restaurant. She is seen here with a big knife and understandably Parky standing out of gelding range.



Bev Graham is in hospital and is expected to return home in the next few days.

Moira Wischer passed away recently and our condolences to David and family.

Iain Galloway wanted the following noted a "JNBC Tour Reunion" lunch prior to International weekend on Friday 29 May at the Runneymede Hotel, Egham, Surrey. We will meet about noon, have a chance to meet with friends, a bite of lunch and a laugh at some photographs, before checking in for the main event. If any Aussies are intending to be in England at that time they will be most welcome to join us as our guests. Please ask any possibles to let me know by e-mail sooner rather than later so that I can ensure lunch is available.
(iaingalloway@btinternet.com)

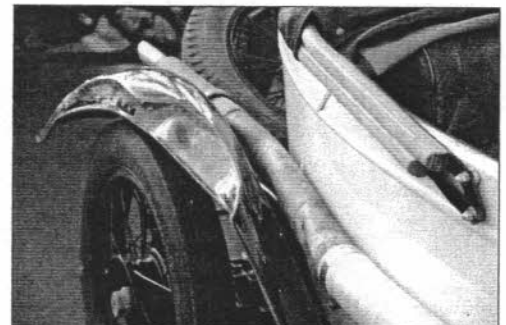
DOPS!

Mark Burns has found that it is necessary to apply the hand brake if you live on the side of a hill



Left: Just back from traipsing all over South America & the Galapagos Islands, the **McDougalls** return to be presented with their medallion for services rendered during the JNBC. Looks like **Frances** brought along a keg to celebrate the occasion.

And **Andrew** recently celebrated his 60th



VALE ANDRÉ CHALEYER

André Chaleyier died on 18th February. He had been ill for a while and had not been enjoying life since Christmas.

His education was unusual: because his father was French and he was initially sent to Xavier College but the death of his father saw him moved to Geelong Grammar. He served in the Army during WW II and afterwards went into the wool trade where he worked for the well known firms "Feltex" and Henry B Smith. Wool was his professional life. He went on to become an Executive of the Wool Corporation and even in retirement to Gippsland he maintained an interest and lent his expertise to the setting up of "The Jolly Jumbuck" tourist attraction at Bairnsdale.



André had a succession of vintage and post-vintage cars from the 1950s onwards – until the day he died. A Vauxhall 30/98, Three litre Bentley, MG, Delage to name but a few passed through his hands before he settled on his real pride and joy – his Alvis Speed 20, which he built into a formidable Special. Over many years it was progressively developed into a very fast motor car which André drove with great verve and determination. He was intensely competitive in Vintage and PVT Racing on such tracks as Philip Island and Sandown as well as sprint events including the renowned Geelong Meeting. Hill Climbs and navigational rallies were also part of the fun. On the more social outings and rallies he would be accompanied by Sylvia, his first wife, by whom he had two children, Paul and Dixie.

The success of the car rested on André's engineering abilities as well as his determined driving. He was forever making improvements. Despite that determined competitiveness in the workshop and behind the wheel, he had a well deserved reputation for being helpful to his fellow competitors. He was ever content to share his knowledge with those less experienced than himself.

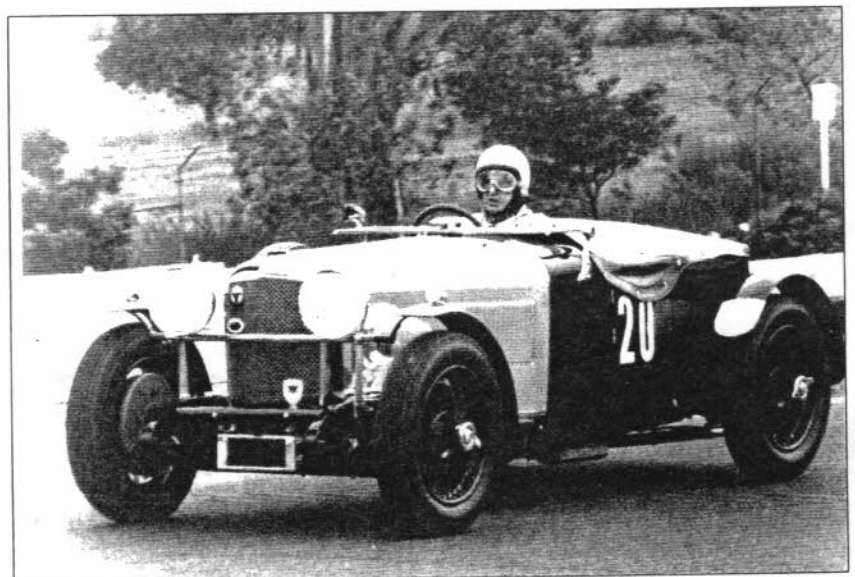
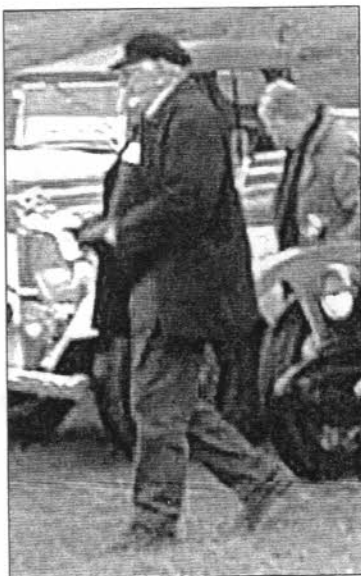
He was definitely an "Alvis Man" - as well as the Speed 20 he owned a Speed 25. When he retired to Gippsland and sailing he took with him his 3½ litre and shared his time between the water and the road. The Alvis went like a cut cat and was driven accordingly. Not for him the orderly procession of cars leading to the morning tea stop on an Alvis Car Club outing. André would be out in front and if the road was good he would likely miss the turning to the tea stop and drive on till he was lost. When he was lost he would grumble, but that would not be for long; he enjoyed the whole motoring scene too much for that.

All that competition and touring cannot be done on its own; it requires an infrastructure which, for André, came in the form of the Vintage Sports Car Club of Victoria. He has been a very enthusiastic and contributing member of that club and equally of the Alvis Car Club of Victoria in which he held several committee positions. He was President in 1969 – 70 and led the Club with his usual enthusiasm, determination and spirit. Nearly everybody in the extensive old car movement in Victoria and interstate knew, or at least knew of, André. His passing takes from us a mentor and a friend whose zest for life enthused those around him; he will be sorely missed.

We extend our condolences to his second wife, Dorothy and to Paul and Dixie and his grand-children.

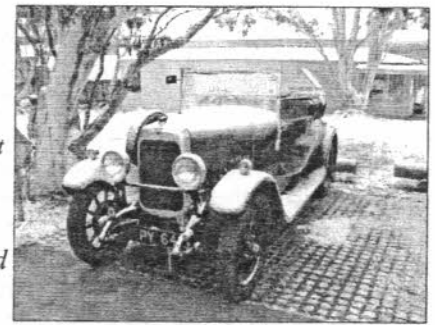
JOHN HETHERINGTON.

(My thanks for assistance with this obituary from David Wischer and Ron Wilson.)



Following the JNBC Tour in October 2008, there was a significant delay in the UK cars returning home. The vessel they were booked on had been redirected to Singapore for a major refit and circumstances determined that the cars did not leave the port of Melbourne until late November. Subsequently they did not arrive in Southampton until the 6th February. Martin Boothman reports on the recovery of PY and its safe return home.

As the photograph of the car at Dinner Plain shows, PY was not unaccustomed to some discomfort!



.....ed

"Flatbeds are for Wimps? Picking up a 12/50...."

John Lang correctly tells us that the weather in the UK has been truly awful for some weeks now and once the Aniara had docked on Friday 6th February, the forecast was not encouraging, with snow threatened all over southern England. On the following Monday, after a morning medical appointment, I decided to avoid the next snow storm by hopping on a train to Southampton, sweeping up PY 6419 and driving home directly. Heavy rain was forecast, but then a spot of rain is nothing to be concerned about.

Well the car was there, the paperwork was quickly done, and after changing into my driving gear of waterproof overtrousers, two extra layers on top, neck warmer and gloves I pressed the starter and PY fired up on a some cylinders and I departed. The noise was considerable, with a farting and banging from a small number of cylinders augmented by the exhaust manifold that fractured in Oz. Just out of the dock gates I had to go onto a nerve, something that involves grappling deep under the dashboard, if like me, you have not fitted an extension to the petrol tap. This is normally easy, but being dressed up like M Bibendum added to the fun.

Good, a blast along to the petrol station lay ahead and by then maybe the ignition electrics would have dried out. But within 1 km steam spouted forcefully out of the hole in the redcap so I swung off the busy highway into an industrial estate. I had a bottle of good Aussie water in the back, and this was slowly trickled in, but this was not nearly enough. A friendly plumbers' merchant 100m away had a splendid tap in the men's bog, so I was able to get another 4 litre to add to my initial 2 litre. Still not full, but enough to get me down the road to the petrol station. I must retighten that

hose clip!

It was one of those days when nothing was simple, because the outside water tap at the petrol station had been damaged by frost, and they had no deionised water on the shelves. So I had to chat up the cashier to fill up the forecourt watering can from the staff kitchen, whilst a line built up behind me of grumbling customers waiting to pay. By chance one of them turned out to be the Director of the Solent Sky air museum, a friend, so we had a pleasant chat about running his museum in difficult times, how nasty the weather had been and how his chairman had a 12/50 that had been waiting 20 years for restoration.

I had been so focussed on getting the car sorted, that it took me sometime to realise that people were smiling when they looked at me: certainly they thought I was barmy in the horrible very wet weather to be out in a vintage car, but the bright mauve Peruvian woolly hat with earflaps and tassles I'd borrowed from our younger daughter, in startling combination with my XXL yellow hi-visibility jacket, was receiving attention too.

Now full up with petrol and water, nothing could stop PY, so I joined the rush hour suburban highway in the sluicing rain and went homewards. The ignition cleared up, I was in four cylinders, and once I'd let the handbrake off after some 4 miles or so, the car really was back to normal.

The next 90 minutes were routine, but very wet, as I went up through Salisbury towards Marlborough with the light fading. Strangely the light reflected from the snow covered fields allowed me to keep an eye on the temperature gauge until quite deep into dusk. There was one slight hiatus when the road was closed, due to

floods I think, so I took to the lanes and remarkably found my way back to the correct road again on the far side of the blockage. I had Aussie maps in the car, but not English.

The car has a vacuum wiper so it was necessary to lift off the accelerator frequently to get a quick wipe so that I could see where the road was. I made a resolution to use Rainex again, once home.

All was fine until near Swindon, some 50 kilometres from home, the rain turned to wet snow, and then quickly to proper snow. This began to concern me because these storms have been very fast developing this winter, but I did not want to stop. I was by now on a very busy 4 lane divided highway with cars and trucks splashing past blowing snow and slush through the driver's window space – I never drive these days with the side screens installed because the already poor visibility with the roof up, is further greatly impaired with the screens, particularly in the dark. Not too bad though, as I was able to do about 65 kph.

I only had one real concern, apart from getting a puncture, and that was the height of the road as it goes over the Cotswold Hills. These storms are often innocuous at low levels but at even as little as a 100m height increase can mean a real storm with lots of snow. I elected to take the lower road home from Cirencester that goes along the Churn valley. That was a good decision because there was less traffic than on the highway and I could drive ever more slowly as the snow built up on the windscreen. The passenger side has no wiper, so that was just an opaque white area and as the blizzard increased, with snow coming straight into me diagonally from the right, the poor old wiper swept a smaller

and smaller area, until I was peering out through a snowy segment which had a maximum arc of about 20 cm. And even though this was the lower road, it was 150 metre higher than Cheltenham at the top of the final hill. I decided to stop and open the windscreen, but didn't, because I could not see where to pull over because of the snow, and there was by now a modern on my tail that could not overtake me as we were on a long section of single carriageway with double white lines, so I could not go even more slowly to find a stopping place. Really very nasty.

But salvation in the form of running down the hill into Cheltenham came at last: over the 2 kilometers or so downhill the blizzard turned to rain, the snow slid off the windscreen and the wiper started its full sweep again. I'd made it! I was very, very cold, but at least I was home.
So are flatbeds for wimps, or for people who are very much wiser than me?
Martin Boothman

"The Duchess rides again!"

It is a long while since I have seen someone as chuffed as Richard Wallach at the last meeting. (see front page)

He was there with his newly restored TA21, following many months of toil and frustration. This is his first Alvis and this was its first outing.

The car is a credit to him for his perseverance and skill.

He has promised me an article on the restoration of 1951 TA21
Engine number is 24314
Body by Mulliner number M2456
Original registration number XD 886 (Courtesy of Richard Tonkin)
First registered Feb 5 1952

Congratulations Richard we look forward to seeing you a run with us very soon.

.....ed



Above: PY safely home in Cheltenham

Club Permit Scheme (CPS) Update

I recently attended an AOMC quarterly meeting at which we were all given a copy of a detailed status report on the position taken by the AOMC and progress being made by VicRoads, in respect to the review.

The review has been a protracted exercise due to restructuring and resource/priority issues within VicRoads, but in recent months the review has been progressing toward conclusion.

Many detail changes to the CPS were proposed by VicRoads, the most important being the replacement of the current system of permits for club events, maintenance/preparation and "special use," by a log book system allowing up to 90 permitted days use.

AOMC, with detailed refinements, has supported the proposal, as has the Australian Street Rod Federation (ASFR). CAMS maintained no continuing involvement in the discussions until recent times and the Federation has put forward an alternative proposal of retaining the current club based CPS scheme for participation in club activities without the need for a log book and in addition complimenting it with a 30 day per annum log book for other non club activities. AOMC does not support the Federation proposal and has informed VicRoads that they still continue to support the VicRoads 90/45 day log book proposal.

AOMC discussions have included the need for a 45 day permit (at reduced cost) for infrequently used vehicles, a simple log book entry requirement and sensible approaches to the classification and approval of replica and modified vehicles. In addition AOMC have made representations to ensure that the nature of the scheme remains car club based and that there will be no stamp duty implications.

The CPS will remain a form of "permit for use" operated by the

clubs. The Clubs will authorise vehicles going onto the scheme and the renewal of the permit each year. Only members of clubs in the scheme will be eligible to have vehicles on the scheme and clubs will have the opportunity to set their own parameters for the way they choose to implement the scheme. So, if it is important to a club to lay down criteria for participation in club activities, or the limits on vehicle modification, then it may do so. Club rules remain the preserve of the clubs.

It is understood that the 90/45 day log book based scheme, which is the neatest and simplest revision to the scheme has been considered by VicRoads management, in preparation for putting the revised proposal to the Minister. Once the fire emergency is over and the need for VicRoads and the Minister to consider special provisions in relation to the fires, it is hoped that the focus will return to the CPS and the move towards implementation of the revisions.

It appears that the clubs will be given the opportunity to comment on the final recommendations once the Minister presents it for public comment. The AOMC is anxious that the clubs and their respective membership be fully informed about the recommended changes, implications and benefits prior to giving a response.

The above is a very brief summary of the 7 page letter recently sent to the member clubs by the AOMC. For a more comprehensive understanding of the very important proposed changes, processes and the position taken by AOMC, it is strongly recommended that club members who have access to the internet read an electronic copy of the letter on the AOMC website at www.aomc.asn.au

Andrew McDougall

THE SOONER THE BETTER!

This is only relevant to Victorian Club Plate Scheme holders, however will explain the reasons for our frustrations in Victoria in the delays in having the scheme overhauled.

I am recently driving the FWD and stopped by the police who asked if I was on a club run. I said no it was being tested for an upcoming event. I was asked when the event was and showed a copy of the event calendar. The copper who was also an old car person said I was "drawing a long bow in relation to an event 4 weeks hence." I explained that the clutch had been slipping and I was having to stop anyway due to a power loss and I felt that it was reasonable that the car was under test.

Following a 10 or 15 minute discussion, the copper advised that he would discuss the matter with his superior and ring me back.

This he did indicating that no action would be taken, but suggested that I read the appropriate act. This I had already done and was well aware of its contents.

The copper was a decent, polite and personable guy who expressed an opinion that if the courts upheld a conviction for driving an unregistered vehicle (as would be the case) and there were any TAC or insurance issues involved, it is unlikely that there would be any coverage and your estate would be liable.

I am insured by a well used Vintage & Classic car insurer in which the policy states that if the vehicle is unregistered, the company may refuse the claim.

The act is subject to a high degree of interpretation by Police and Courts alike.

My suggestion is that until the new scheme is in place, that Special Use Permits are in hand for all but official club outings

See Dale Parsell's (Club authorised officer) comments in the December ALVIC.

.....John Lang

THE RETURN OF THE PRODIGAL DAUGHTER



Our Alvis TD21 Series 2 saloon was imported from the UK into South Australia in 2004 and proved to be a good touring car as well as being used for more local events. It had arrived finished in a deep maroon colour and with disc wheels, neither of which would have been my chosen options, having always coveted an Alice Blue car with wire wheels.

Having completed the 2007 Mid North Meander, I resisted Robert Penn Bradley's offer to buy the car. I was a little concerned about various blemishes on the rear wing areas so having been given a reasonable price and told that a total repaint would take just eight weeks, I delivered the car to a body shop owned by a fellow car club member in nearby Maitland, S. A. To speed things on, I worked for a couple of weeks dismantling parts and removing paint, only however to see my projected finish date pass one deadline after another.

True, there were complications such as the need for a new panel under the rear seat, plus some chassis repairs. Not discouraged, I set about getting my other desires sorted; the wire wheels and the right colour. Chris Prince in the UK provided a set of good hubs and spinners and new wire wheels were sourced in Australia, along with new tyres. The Visa card took a number of dents as various boxes arrived from Red Triangle, along with various lamps and trim items.

In the meantime, the repairer announced delays were due to the need for a new spray booth and various ailments amongst his small staff.

The car sat in the body shop for fifteen months, the object of various jokes about it ever being finished from customers and passers by, as is usual for a small country town. The remark, "There was a different Prime Minister when that job was started" was met with, "Yes, and a different monarch!"

Some interest was shown by an Alvic member and we went over to see the car together in its bare and sorry state. At that time, I think any offer and the site of a car trailer outside would have seen the car moving to Victoria then and there. However, who really wants to buy a car in a dismantled state unless it is very cheap? The positive side was that the car could be seen in its bare state and the repairer said all would be well in 6 weeks, due to the interest shown. I had finally chosen Holden Provence, a light metallic blue as the colour choice and initial fears that this was too dark were soon dispelled once the car was pushed out into daylight.

Entry forms for two SA All British Days came in and the 2009 one acted as a further catalyst to make a new repair deadline - Christmas 2008! It was a case of no more "Mr Nice Guy". That would leave me with about six weeks to fit up the body and iron

out the niggles. The seats had been restuffed, new carpets cut out and all the shiny bits were ready to go into place. A week before Christmas, the hubs and wire wheels were fitted. Just a note that if you have to take off 3 litre rear hubs you will need a top class puller and a muscle building course! Just three days before

Christmas, after fitment of various items, the tilt tray arrived hon-

carrying "Alison" as we had named the car. Doors, bonnet and boot lid were fitted, but various boxes of bits were still to be fitted to the jigsaw. Well, what better job to do over Christmas? Once the car was road legal, some test drives were made, one showing just how hot the floor got without insulation. Whilst I fitted the foil and foam sheets, I did not stick them to the floors, having seen just what a rust problem can occur. Then we made longer trips in the 40C+ days with no problems, but I would like to fit one of the expansion tanks recommended by Earley Engineering, having carried out some of the other cooling mods. A change of all fluids, a full grease up and a new battery were the finishing touches after the carpets had been installed. Lots of other detail work such as the correct radio and windscreen washer filled in any spare time.

The morning of All British Day came and the forecast was in the mid 20's for the day, as we headed off on the 150km trip to Adelaide at 6.30 AM. I drove the TA21 drophead, entrusting "Alison" to my brother-in-law, Jim.

After breakfast in the Adelaide parklands, we took the winding route up to Uraidla. News that that a second TD21 was at the show brought along a number of visitors and it was good to meet up with a number of the SA Alvis enthusiasts, including Stu MacDonald and John Mitchell in the Series One TD21. The trip home was uneventful apart from a loose clevis pin in the handbrake system, but the ever present problem of a low rear did give the odd noise, even after new springs had been fitted. The solution to this was relatively easy in that I put back on the spring assistors that had been fitted to the old TA21 I'd dismantled. These add an inch or so to the spare wheel clearance as well as raising the exhaust tailpipes a useful amount.

Over recent months, perhaps I have not been alone in looking at the effects of the economy on my super funds, prompted by comments from my wife about the number of cars in the shed. My answer to that was to say that at least the cars still have their wheels on when we get up in the morning. Added to that, the car goes well in range of roles from pottering around sedately to giving it some throttle and hearing that exciting exhaust note bellow! It might be that I'll be tempted to sell it, but as yet, I have not seen anything that gives me as much satisfaction to drive, apart from our TA21. Of course, an Aston Martin DB5 might be an option, but the purchase price and upkeep looks to out of my range.

Mike Osborne

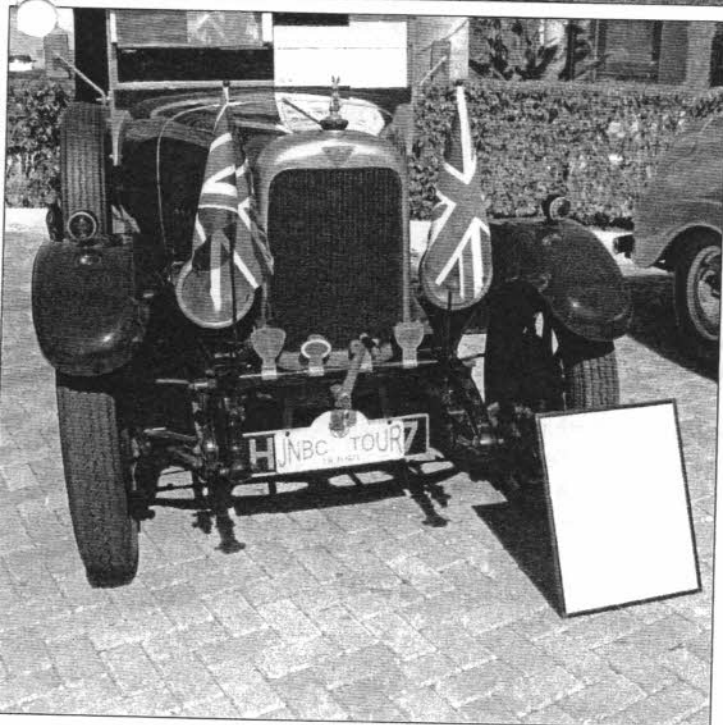
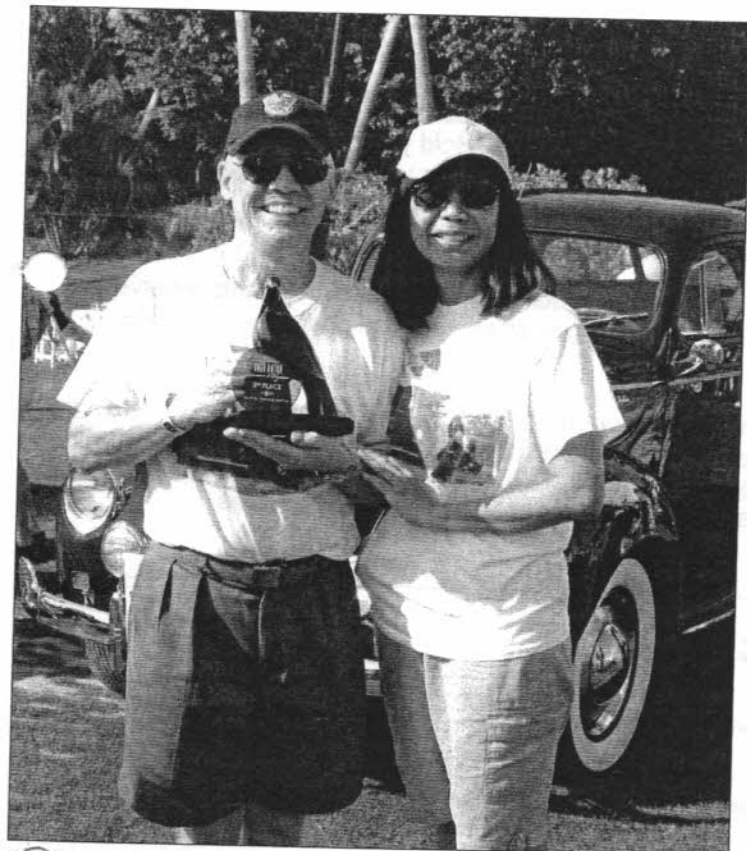
Greetings, Ladies & Gentlemen of Victorian Alvis persuasion!

Hope all is well with you!

I was invited to enter my 12/50 in the Boca Raton Concours d'Elegance last Sunday, and believe it or not, it won 3rd place in the pre-war vintage class. Considering I drove the 90 miles round trip, and the show field was populated by immaculate trailer queens, I was VERY surprised. Honestly, I would not have voted for HP!

*Regards
John Layzell*

*Left: John Layzell and his wife at the Boca Raton Concours d'Elegance holding the trophy.
Below: HP complete with sash*



Pat Parkinson writes

Dear John.....thought the contents below were some good info especially for the Alvis ladies!!! Nothing to do with boring old motors!..... Acknowledgement is given to the Tasmanian CWA paper when CWA stands for "Chicks With Attitude" Go Girls!
Rgds Pat

FOUR THINGS YOUR MOBILE PHONE CAN DO

There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things that you can do with it:

FIRST - Emergency

The Emergency Number worldwide for Mobile is 112. If you find yourself out of coverage area of your mobile: network and there is an emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly this number can be dialed even if the keypad is locked.

SECOND - Have you locked your keys in the car?

Does your car have remote keyless entry? This may come in handy some day. If you lock your keys in the car and there are a spare set at home, call someone at home on their mobile phone on your phone. Hold your phone about a foot from the car door and have the person at home press the unlock button on the remote. Your car will unlock. Distance is no object.

THIRD - Hidden Battery Power

Imagine your mobile battery is very low. To activate, press the keys *3370# Your mobile will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you next charge your mobile.

FOURTH - Disabling a STOLEN or LOST mobile phone

To check your mobile phone's serial number, key in the following on your phone *#06#
A 15 digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. If your phone is stolen or lost, you can phone your service provider and give them this code. They will then be able to block your handset so that even if someone were to change the SIM card, your phone will be totally useless.

DRIVING FORCE

I recently had occasion to drive the Speed 25 in the Gisborne Festival, and with an interesting mix of cars, we had agreed to take some of Gisborne's senior cits in the parade.

The 81 year old who came with me spent most of the event waving to the young blokes in the crowd and making sure she was being seen by some of the other ladies from the retirement village.

She mentioned an article that had been given to her about an early woman driver and she would send me a copy. Here it is.

Next time you hear a man making a cutting remark about women drivers, remind him that it was a woman who made the first long distance car journey. That remarkable woman was Bertha Benz, a quiet, middle aged mother of four.

Bertha's husband, German engineer Karl Benz, designed and built the first successful petrol powered car in 1885. At the time no one had much faith in the car. Its critics said that it had no practical uses.

At dawn on an August day in 1888, Bertha bundled her two eldest sons into her husband's creation while Carl was still asleep and she set off on an historic journey from Mannheim, where they

lived, to Pforzheim, some 112 hilly kilometres away.

It was a tough, eventful drive. The small engine was just over one horse power. Going up hill, they had to get out and push. Going downhill, the leather brake pads wore out very quickly. Shoemakers in the villages along the way were called on to nail fresh ones.

When the ignition broke down, Bertha used one of her garters to mend it. To clear a clogged valve duct she used a hairpin. As for petrol, Bertha had to go from one chemist shop to another, buying benzene by the bottle. But they made it, this brave trio, and five days later they made the return journey.

Bertha Benz had proved to the world that

the Karl Benz vehicle could transport people over long distances.



Above: 1885 Benz

The message below was sent by email to those members for which we have authority to use for the delivery of newsletters. It is reproduced for the printed copy

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A Message from the President of The Alvis Car Club of Victoria

Today, the 2nd March 2009 Richard Tonkin and I along with Richard's Graber bodied Alvis and on behalf of the Alvis Owners Club UK and the Alvis Car Club of Victoria presented to the Hurstbridge Veterinary Clinic a sizeable donation gathered from both clubs to go towards rescuing the injured wildlife from the recent bushfires that savaged King Lake and surrounding areas on that fateful day now referred to as "Black Saturday".

The cheque was gratefully received by Dr. Chris Andrews and his staff who have done a tremendous amount of work in the last two weeks dealing with a multitude of wildlife from small birds through to giant marsupials.

I want to take this opportunity of thanking all our UK friends for the wonderful support you have given to all of us here in Victoria during these harrowing times. We are not out of the woods just yet as we face another batch of hot and blustery conditions in the next couple of days, but I sincerely hope that we won't be in the same predicament that we were in on that dreadful Saturday last month.

I want to also thank you for the emails you have sent us offering concern and support. We are all deeply touched.

For me, today was a highlight of my term as President of this wonderful club I'm involved in. To also have the backing and support from members from the AOC is the icing on the cake. I have enclosed two pictures taken to mark this occasion.

Chester McKaige



This is "Alvis" a brush tail Possum. "Alvis" was rescued from King Lake with burns to all feet and tail. His ears are also burnt along with whiskers and eyes. "Alvis" was one of the lucky ones and will be returned to the wild in the next few months. It is your contribution that will help "Alvis" and his mates get back into the bush where they belong.



Dr. Chris Andrews (right) accepts the cheque from Chester McKaige. Holding cheque is Adam, one of Chris's colleagues. Mrs. Graber in the background. Photo taken by Richard Tonkin.

Prior to the start of the JNBC Tour, Iain Galloway, the UK co-ordinator, asked several of the UK contingent to write up a single event stage to put together a record of the event. Our thanks go to those who responded. Acknowledgement is made to the AOC Bulletin. The following is an account of the event to Halls Gap.

THE JNBC TOUR

Opening Night Dinner

Although the visiting tourists had been drifting into Melbourne over a period of some days, it was not until the opening night dinner on Tuesday 7 October that we all came together with our Australian hosts. The visitors had all been put up at the RAC Club in the centre of Melbourne and jolly good it was too. Everything worked very well, the service and food was excellent and the location was perfect.



The Opening Dinner at the Melbourne RACV Club

We had been asked to bring some smart clothes in addition to our casual motoring gear and seeing the men in suits or blazers and creases in the trousers and the girls in lovely dresses set off the occasion wonderfully. After pre-dinner champagne and nibbles we moved into a large private dining room and were let loose on a buffet of fantastic variety and excellent quality. Those of us who love seafood were particularly well catered for, but there was indeed something good for everybody.

A number of short speeches followed the dinner, with Chester McKaige setting the scene for the tour by giving his memories of Julian Collins' visit to Victoria and then Chris Storrar, who had an office in the same block in Singapore as Julian and I spoke about Julian as we knew him from a UK perspective. It was amazing to realise how many people knew him and how well he was remembered.

Finally we had our instructions for leaving the RACV's underground car park the next morning on the start of the tour proper, as we were to navigate our way out of Melbourne to Williamstown. This was the "official" start for the Tour where most Aussie cars joined and we then headed south west towards Geelong and the start of the Great Ocean Road.

The dinner set the example for the whole tour – of faultless organization, very hard work behind the scenes, enormous conviviality and the common bond of Alvis cars and memories of the still mourned Julian.

Martin Boothman

Williamstown to Warrnambool

This was when we realized just how fantastic the Australian Tour would be; we drove 180 miles along the Great Ocean Road.



Williamstown

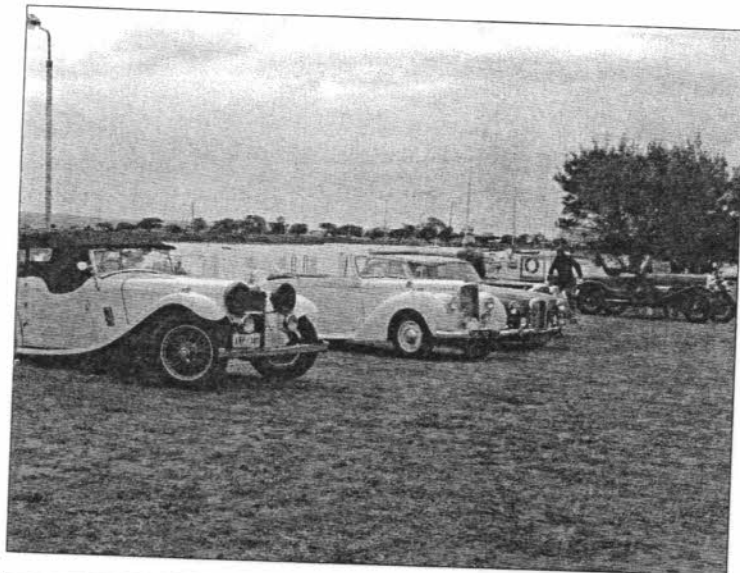
This road was carved into the cliffs and mountains bordering Australia's most rugged and densely forested stretch of coastline, by men returning from the First World War, in memory of all



Lunch at the Queensliff Yacht Club

Australians who took part in the War.

The stage offered everything for the classic car enthusiast, spectacular coastal scenery, ancient forests and farmland. These were accessed by traffic free roads which passed through pretty Victorian towns; with hairpin bends and hill climbs included just



Cars at the Queenscliff Yacht Club

to keep us on our toes.

The group of thirty beautifully prepared Alvis cars dating from the 1923 12/50's to Bill Rankin's 1964 TE21 were ready



for the 'Le Mans' start at 9.00am in the car park.

Once on the road many place names seem familiar, such as Torquay, Anglesea and Peterborough, but under the clear blue sky it resembled the Amalfi coast. This beauty belies its savage



The Holmes' woody on the Great Ocean Road

nature, accounting for over 700 shipwrecks. The road is narrow and winding with a 50mph speed limit; does the next picture show a traffic jam ahead?

After 70 miles we turned inland to drive on a road flanked by tree ferns, through the ancient forest of the Otway National Park. This was a real change in scenery, but who is this tailgating me, Martin Boothman's 12/50 on a charge?

Then down to the coastal plain where the Alvis racers had a clear run. This led us to the final phase of our journey and cliff top approach to Warrnambool. Here the power of the ocean is eroding the soft limestone and marine deposits, creating massive sculptures, with names like The Twelve Apostles, London Bridge and Thunder Cave.



The Pres. addresses the group at Warrnambool

All of the Alvis cars completed the course, with only one problem; a blown head gasket on one of the 12/50's, which was repaired by Chester in two and a half hours.

The two day stopover at Warrnambool ended with a barbeque and laser show at the Maritime Museum. It's difficult to envisage it can get any better.

Jess & Jenny Jarvis

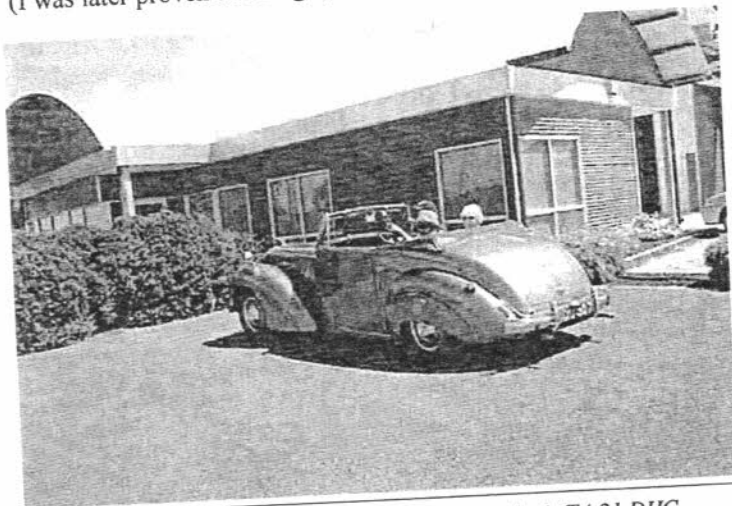
Warrnambool to Halls Gap:

Today's final destination is Coonawarra, in the heart of the wine growing region, just inside South Australia.

Our first stop is Tower Hill, a game reserve. The Alvis party is very excited as many of us spot our first koala sitting high up in a tree and not doing very much else. We are reminded very firmly that it is not a bear. We also see a group of emus in the distance.

Onwards to another national park driving on near empty roads, except for the strange phenomenon of certain Alvises going one way and a few minutes later turning around and going in the opposite direction. All becomes clear as we also do the same because we miss the sign for the town where we are lunching. One advantage of taking the wrong road is that we see an echidna crossing the road but it is too fast for me to film as it hides in the undergrowth on the other side. The car carries on 'pinking' from time to time interspersed by the occasional cough. I humbly suggest that it could be the petrol quality but my

suggestion is ignored on the grounds that I am of the other sex.
(I was later proven to be right).

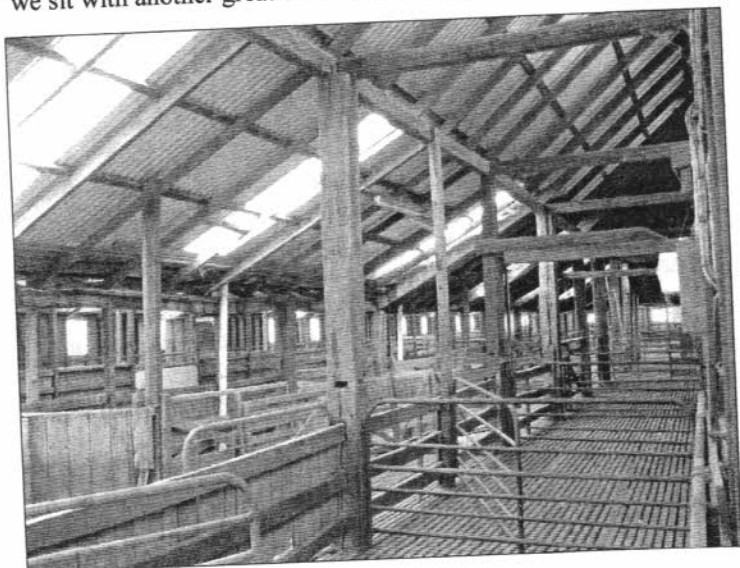


At the wineries at Coonawarra with the Pooley's TA 21 DHC

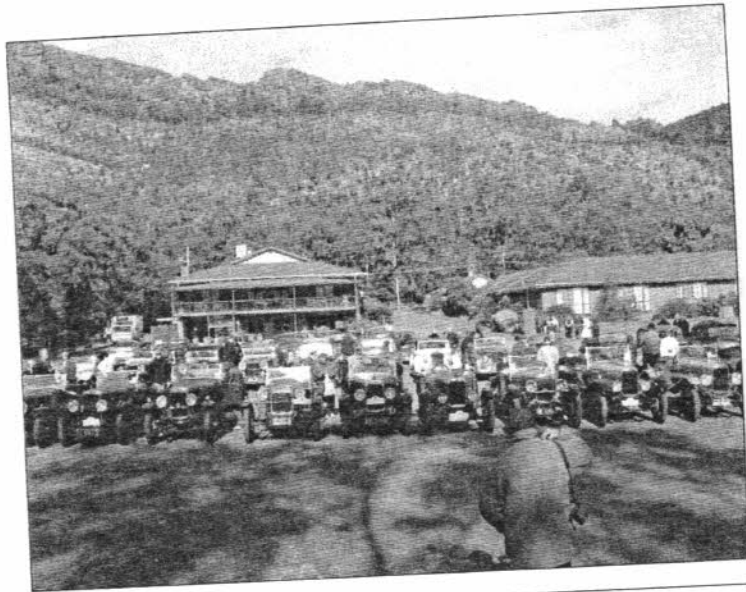
We all marvel at the region's social services as we have a very pleasant lunch in a covered shelter attached to a childrens playground. It had been built in tables and benches and an electric barbeque. We carry on through a mixed farming, timber producing and dairy district, the outskirts of the wineries marked by regimented planting of trees and hedges. Our party is split in two but all have dinner together in one of the motels.

A rest day. Some go to the wine gallery; an opportunity to taste the many splendid varieties being produced there. The soil is very poor and only 5 inches deep; the rest is limestone but the vines thrive on it. Others visit Riddoch House, which is preserved in the Victorian style. I take the opportunity to wash clothes.

It is remarkable that every motel not only had tea and coffee making facilities but also has a hairdryer, an iron and ironing board and often a launderette as well. Snippets of news.....the blown head gasket which was repaired on the Great Ocean Road is fine but the timing chain is now *kaput*. The car has had to be retired and replaced by a 12/50. A couple have had to be taken to hospital with the lurgi. Also high winds mean this evening's planned barbecue is cancelled and we have to eat indoors where we sit with another great bunch of Aussies.



Driving through Coleraine today, funny how we could not find it two days ago, on to a sheep shearing station for lunch, courtesy of Sally McKaige's brother. A fascinating tour of the



A group photograph at Halls Gap

shearing shed, which is still in use, although itinerate shearers are brought in to deal with the 3000 merino sheep stationed there. Lunch, excellent as usual, with entertainment provided, by one of the party playing the fiddle.

The drive after lunch takes us through areas where the bush fires of 2006 raged. We all stop at a place particularly badly affected and can see masses of gnarled and blackened trunks, but



Ian & Jo Todd in the 12/60 lead Bryan & Elin Pooley with John Layzell & Martin Boothman bringing up the rear

green leaves peeping at the bottom will cover the plants soon. This is mostly Kangaroo grass, known in the earlier non-PC days as Black Boys grass. There are spectacular views as we approach the motel at Halls Gap, which will remain memorable, because we see our first kangaroos (adults and joeys) just beyond the car park. They apparently come closer to human habitation at dusk in search of food. We also have a group photograph taken.

There is a very interesting talk after dinner by Martin Boothman about the AOC.

Richard and Sush De

MORE NEXT MONTH

SWAP, BEG, BORROW or STEAL

FOR SALE

Alvis Speed 20 SC

Mechanically complete and drivable.
Original mudguards, bonnet, all lights,
horns, instruments.
New timber body frame (2 door coupe).
Car was originally a 4 door saloon.
More photos available on request.
\$30,000 firm.



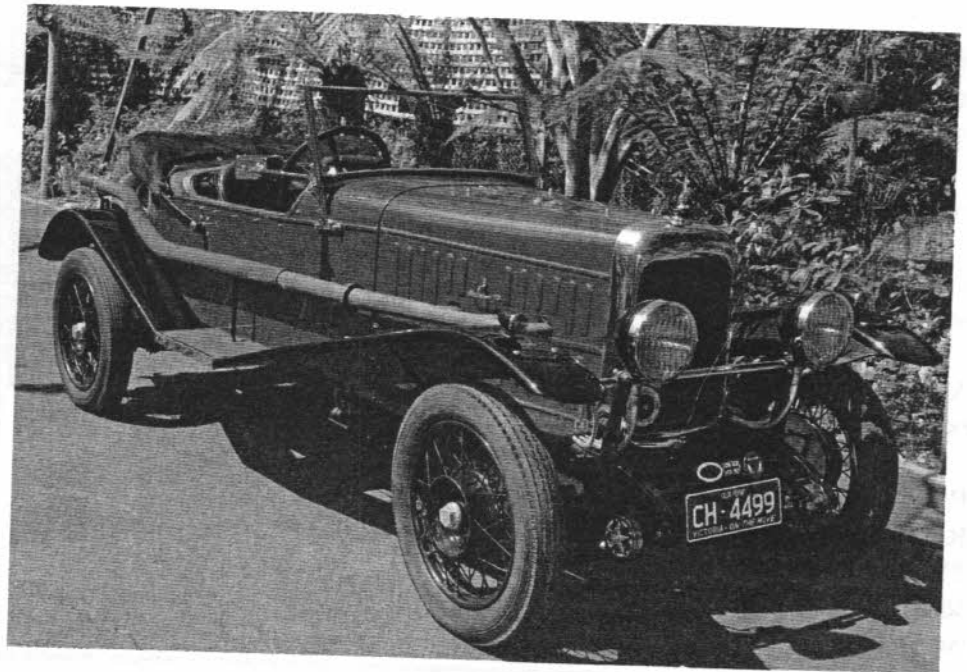
Contact: Andrew Wegener, mobile 0400501073.

For Sale 1931 Alvis 12/50 TJ

Chassis No. 9145
Engine No. 9626

Supercharged two seat roadster in excellent condition. Full wet weather equipment in Mercedes cloth with leather upholstery. A well known Alvis Club Car with great performance, reluctantly offered for sale. \$70,000

For more information contact Ray Newell 03 9755 3280 mob. 0428 558 228



WANTED. Am looking for some indirect gears for 12/50 that might be quieter than those that currently inhabit my gearbox, particularly 3rd which brings conversation to a full stop! Perhaps someone has a reasonable set they discarded when they upgraded with a close ratio set? Steve Denner.
Email: sgdenner@yahoo.com.au or Phone: 03 9885 4290
Steve Denner

FOR SALE

Alvis 12/50 subframe project for sale.
1x standard chassis, 1 x shortened chassis (8'6"), 1 x crankcase, (subframe needs repair), 1 x front axle complete, 1 x back axle complete (no differential), 5 x rebuilt wheels with new tyres (21"), 1 x gearbox, 1 x steering wheel, 1 x foot plate, 1 x set of springs, 1 x fuel tank, 1 x brake cross shaft, 1 x starter motor, several boxes of engine and chassis parts including new castings, 1 x radiator (original honeycomb). \$15,000,
contact Paul at HVR on 03 9877 0666

FOR SALE

4 x Avon Turbo Speed 6.00 x 16 Tyres
Extend your TA14 to its limits. Rated to 140mph.
Bought several years ago for a special that was never completed.
Never seen the road.
Best offer over \$300
Don Bosanquet 9568 0397 or 0415 556 053

FOR SALE

1926 Alvis 12/50 TF Tourer
Chassis 4553, engine # 5884

In good running order

Recent new radiator core, reground camshaft,
new valve springs, pistons and rings.

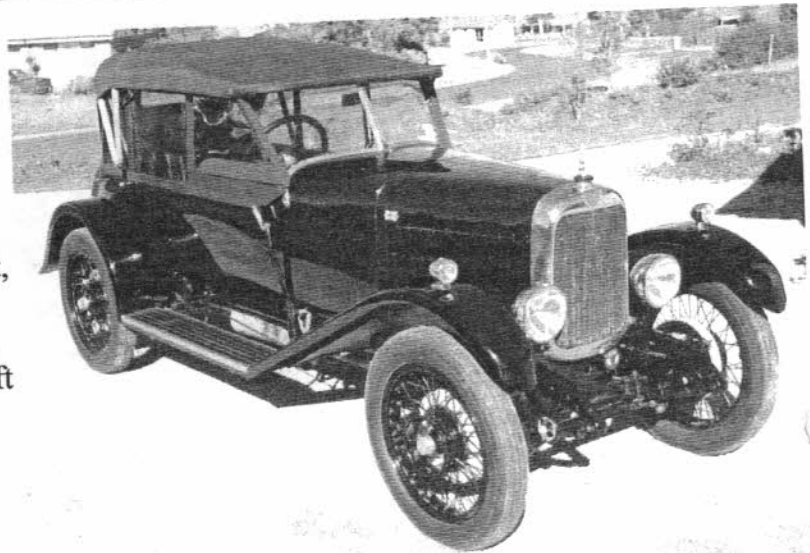
Alternator fitted, running off the jack-shaft
between clutch and gearbox.

RWC provided to a Victorian buyer.

Registration : DV 1926

\$55,000AUD

Ring Si Ramsay (03) 5472 4321 or fax (03)
5472 4081



WANTED bronze bodied 1 3/8 SU carburettors, any condition.
Contact Dale 03 5968 5170 or dparsell@ozemail.com.au.

AVAILABLE; Silver Crest Hypoid crown wheel carrier (the alloy part) includes crown wheel & pinion, swap for speed 20 one or something else useful.
Contact Paul Chaley 03 9877 0666 or historic@historicvintagerestorations.com

NOTICE IS GIVEN

The late Andre Chaley's car will be sold by tender or auction at a date to be advised.

3½ Litre chassis # 13139



Further information will be made available as it comes to hand.

If you are interested you could advise the newsletter editor on:
jdmelang@bigpond.net.au or (03) 5426226

WANTED

Wanted a pair of front shock absorber drop arms/ links to suit a 1949 TA14 (part no C2843)
Bruce Sharman
Daytime 0448 001 072 or evenings/weekends 08 9574 4905 (WA time)

FOR SALE

Car badges \$30.00 each
Lapel badges \$10.00 each
Cloth badges \$5.00 each
Key rings \$16.00 each
'fridge magnets \$3.00 each
collectors memorabilia :- 1991 National Rally coasters \$ 1.00 each (rare & sought after)
1991 National Rally cloth badges \$ 1.00 each
JNBC Grill badges \$25
Ring Darrell Horton (03) 5983 2016

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